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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,007 號柒零千肆萬零第

日陸拾月正年亥十二緒光

HONGKONG, FRIDAY, FEBRUARY 13TH, 1903

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[a262]

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Hongkong, 4th April, 1901.

[a2584]

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[a290]

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PORLTAND CEMENT.
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[a281]

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Hongkong, 13th February, 1903. [a35]

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All letters for publication should be written on
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DEATH.

On the 11th February, at Calcutta, COOKE-JEEVES
ROMANEE GUARD, partner of the late firm of
Watson & Co., of Hongkong. (By wire.) [515]

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th February, 1903.

At various periods in the past we have referred to the experience of different Eastern cities in the matter of plague, and the subject is one which must always be of interest here until the disease is thoroughly stamped out. The most recent plague report issued is that of the Health Officer of Calcutta, Major DEANE. Calcutta must be allowed to be a favourable spot for the study of plague, seeing that in the course of thirteen months ending last June no fewer than 7,000 died there of the disease or of what was commonly supposed to be that disease. Major DEANE's report is particularly interesting in that he differs in many points from a great number of plague specialists. He takes as his motto a Biblical quotation: "Learn to say: I do not know," and proceeds to reject some of the favourite theories with regard to plague. He protests against the attribution by the laity to the medical profession of a greater knowledge of the plague bacillus than the profession actually possesses. "They seem to think, to speak unconventionally, that we can see Mr. and Mrs. Bacillus with a large family in attendance walking about." Now the Calcutta Health Officer confesses that nothing is known about the origin of plague. It is not contagious, but is chiefly air-borne and spread by dust. The rat theory of the conveyance of plague receives no support from Major DEANE. Where there are rats and plague, he allows, rats die of plague, but when there are no rats plague spreads. They are, in his opinion, an unimportant means of spreading the disease; but his assistants in the compilation of the report disagree with him

here, it is to be noted, inclining to the view (which is strongly borne out by the Hongkong evidence) that rats play a large part in a plague epidemic. With regard to the question of inoculation as a preventive of plague, a means of combating the scourge which we are apt to look on as peculiarly Indian, it appears that, in the year under discussion only forty people were inoculated in Calcutta. This is curious when we consider the great inoculation scheme inaugurated at the end of last year in the Punjab; and the diversity of opinion shown in two parts of India is a little perplexing.

It is plain from the Calcutta report that prophylactic and serum treatment receives no favour from the medical authorities there. In the fight against plague the main reliance, according to Calcutta's experience, is to be placed on disinfection and in the demolition of insanitary buildings. It is satisfactory to us in Hongkong to know that we are already adopting these methods, practically to the exclusion of all others. We have not done so, of course, without partial recourse to other plans, nor should we have done rightly had we done so. But now that we have elected to put our faith mainly in disinfection and demolition it is gratifying to see that the chief town of India endorses our action. It is possible that, as we all devoutly hope, we shall be spared a plague epidemic this year; nevertheless we should be encouraged to persevere in the policy of disinfection and demolition. The latter part of the programme, in view of the comparatively enormous amount of insanitary property in the city, must necessarily be slow, in spite of the passage of the Public Health and Buildings Ordinance. But the Government has the more reason to press on the work in that the experience of a far larger place confirms the utility, or rather the necessity, of its line of policy. Some of our Indian contemporaries are wont to sneer at Hongkong's concern over plague, comparing the Indian figures with ours. We venture, however, to say that plague produces relatively more damage to this Colony's progress than to the prosperity of the Indian cities, owing to our peculiar position as a junction between so many parts of the world. At any rate we should use the experience of India in the matter of plague to the utmost extent, and all reports of the great cities of the Dependency have this a peculiar value for us.

Although the Sanitary Board plague returns are issued daily now, no cases have been reported since noon on Monday.

The Janet Waldorf Company completed their season at the Lyceum Theatre, Shanghai, on the 7th inst.

Viceroy Chang Chih-tung is to visit Shanghai after finishing his inspection of the Kiangyin and Woosung forts.

The U.S. army transport *Barnside* has arrived at Shanghai from Manila, and is berthed alongside the Old Dock preparatory to undergoing an extensive overhaul there.

By kind permission of Major Radcliff and Officers the band of the 33rd Burma Infantry will play the following programme of music in the King Edward Hotel to-day, during dinner, from 7.30 to 9.30 p.m.:—

March "The Scott" Raury

Overture "Semiramide" Rossini

Selection "The Messenger Boy" Ivan Caryll

Polka "En Chasse" Faubrach

Selection "The Grand Mogul" Audirin

Valse "Les Baisers" Margis

Entre "Love in Idleness" Macleod

Serenata "God Save the King"

The Shanghai Mercury translates from the *Universal Gazette* the statement that Prince Pu Lu is known as reformer. He has a smattering knowledge of science and is fond of furnishing his house with foreign furniture. Lately the Prince has been appointed commissioner to the St. Louis Exhibition, but the real object of his appointment is because the Empress Dowager wishes him to make a visit at the same time to Singapore, Penang, and other southern settlements where there are many Chinese, ostensibly for the purpose of studying the commercial condition of the Chinese in those places, but his real object is to get acquainted with them and to influence them to abolish Kang Yu-wei's Society.

Residents in the Far East will be astonished to hear that charges of extortion and negligence have been preferred against the well-known and popular U.S. Consul-General at Shanghai by certain parties. We read in the *San Francisco Chronicle*:—"The charge made against Consul-General Goodnow of Shanghai probably grew out of political animus. When Goodnow was first mentioned for this consulship in 1871 his old enemy, former United States Senator Washburn of Minnesota, used all his influence to prevent Goodnow's confirmation. The secret of this hostility lies in the fact that Goodnow had helped Knute Nelson to gain the Senatorship from Minnesota over Washburn. Goodnow received the entire vote of the Senate committee on his confirmation, but Washburn and his friends pursued him for several years. During the Boxer trouble Goodnow became the sole medium of exchange of news with the State Department, and he showed so much good sense and mastery of the political situation in China that the present charges will have to be very serious to affect his position."

A German paper points out that in addition to a ship which is being built in the Black Sea—the Russian Fleet there at the present time consists of six first-class battleships, two of the second class, two coast defence ships, eight small cruisers, three torpedo boats, three training ships, thirteen gunboats, and fifteen ships of the volunteer fleet. It is absurd to suppose that a fleet which at the end of this year will include ten battleships is intended to be shut up in the Black Sea. It seems to be regarded in Berlin as certain that events of vast moment are slowly but surely ripening in the Near East, which will demand the closest attention of the civilised world.

The great movement of U.S. troops under the plan for relieving the long-service commandos in the Philippines and giving the entire Army a regular tour of duty in the islands is on, and the first of the fresh soldiers have left the States. The transport *Thomas* left San Francisco on the last day of January, taking the 9th, 17th, and 18th Batteries of Field Artillery and the 10th, 38th, 85th, and 108th Companies of Coast Artillery. She also has 300 enlisted men of the United Marine corps coming to relieve long service men on duty with the Navy, and also brings D Company of the 30th Infantry, to join that regiment in Manila. The Artillery commands in the islands to be relieved are the 25th, 27th, 31st, and 36th Companies of Coast Artillery and the 14th, 15th, and 25th Batteries of Field Artillery.

The *Sia Wan Pao*'s Peking correspondent writes that the Foochow, Ningpo, and Chinkiang Customs were short in their periodical contributions towards the expenses of the Imperial Household. In consequence the Ministers of the Imperial Household wired to the said three Customs last winter in the 12th Moon instructing them to make remittances at once, so as to make up their deficiencies, especially as money was urgently needed to defray the expenses essential at the end of the year and during New Year's time. Again last winter near the end of the year the Peking Government wired to the different provincial authorities instructing them to hasten up in remitting their contributions to the fund for repairing the Chanyang Gate of Peking and that the remittances must arrive at the capital before the end of the year, in consequence contributions have been coming in continually without cessation.

The Chief Quarantine Officer at Manila has issued an order declaring Manila to be a clean port. The new order largely affects quarantine relations between Manila and the United States, although the island ports are also concerned. Two restrictions have been placed on vessels leaving for the United States. One is that they can carry no passengers from infected island ports unless those passengers have been away from the infected ports for at least five days. The other provides that if a case of cholera appears on the ship itself she shall be held in quarantine for the usual period. The passengers going by any ship will be carefully inspected before the ship will be given permission to leave the port. The quarantine against vessels leaving for the United States has been on since last May and since that time every transport has done at least five days at Mariveles station before being permitted to pass.

A despatch dated New York, February 6, says:—"In a consultation with the representatives of all the Central American States yesterday, Secretary Hay broadly hinted that England was the power which was blocking the successful progress of the negotiations with Venezuela. Much has been made of this hint dropped by the Secretary of State and some of the newspaper reporters intimate that it means that England is seeking to force the Monroe doctrine to an issue. The representatives of the Central American States called upon Secretary Hay yesterday to enlist his good offices to prevent further trouble in their section. They pointed out that throughout the length of Central America there is trouble, or trouble brewing, at the present time and they fear that if the local governments are not able to keep order the Europeans will intervene. They ask the Secretary to prevent a general war throughout their territory. Secretary Hay explained that at the present time there was nothing to warrant the interference of the United States. He held out no hopes for the future.

The shipbuilding狂s published by the *Shipping World* show that the United Kingdom is still far ahead of all rivals. Out of 2,783,000 tons of shipping constructed in the world's shipyards, the United Kingdom was responsible for 1,690,000, or 61 per cent. of the total. This magnificent result can no longer be attributed to our natural resources in iron and coal, for we are buyers of iron from Spain and Sweden, and some of our rivals are at least as well supplied with coal as we are. Probably many causes contribute to our success, but in the first rank among them must be placed the fact that our shipbuilders are at liberty to buy all the materials and all the tools they require wherever they can obtain them to the best advantage. American shipbuilders, on the other hand, are hampered by absurd fiscal regulations, which have for many years checked the development of what was once a great American industry. France suffers even more from the same cause. No less than three-quarters of all the shipping built in French yards consisted of sailing ships, built not because they are wanted, but because they can earn a bounty which the French taxpayer provides. To the stolid Anglo-Saxons there does not appear to be much fun in paying taxes, as Jacques Bonhomme has to do, in order that the national flag may wave over sailing ships employed in carrying ballast to the Far East and back again.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 10th February.

THE STRAITS CURRENCY.

The Standard says that there seems but little doubt how the Straits Currency Commission will report, and it is believed that the Straits Settlements will shortly adopt a currency analogous to that of India.

OBITUARY.

The death is reported of "Edna Lyall" (Adela Bayly), the authoress.

THE SOCIETY ISLANDS DISASTER.

Eight whites were drowned in the recent disaster at the Society Islands. Two French and one Italian war ships have left Papeete to render assistance.

THE UNITED STATES—ANTI-TRUST

BILL.

An attempt by Mr. Rockefeller (Standard Oil Co.) to influence individual Senators against anti-Trust legislation has caused a profound sensation, and it is believed it will greatly promote the speedy passing of the law.

OBITUARY.

The death is announced of Sir Gavan Duffy (Duffy).

THE DREYFUS AFFAIR.

The French War Minister has forbidden all officers employed in the War Office to make any sort of communication regarding the discussion in the Press of the Dreyfus affair.

THE NEAR EAST.

The Standard's Vienna correspondent says that the Macedonian element is so powerful that preparations for a great rising are proceeding quite openly.

LONDON, 10th February.

ITALY AND THE SOMALILAND EXPEDITION.

Signor Bacelli, speaking in the Italian Chamber, said that the deportation of the Sheikh of Obbia was necessary to facilitate the British operations. The fact that Italy had loyally adhered to her agreement again proved her desire to maintain the traditional friendship of Great Britain and Italy.

SENTENCE OF AN ANARCHIST.

Rubino, the assailant of the King of the Belgians, has been sentenced to penal servitude for life.

MARCONI TELEGRAPHY.

Reuter's telegrams conveying the latest news have been successfully transmitted on board the Transatlantic liner *Minneapolis* thirty-six hours before the landing of her passengers. This probably inaugurates a regular system.

POLLARD'S LILLIPUTIAN CO.

The Lilliputians gave a repetition of *A Gaiety Girl* at the City Hall last evening, when the theatre was again filled. All the parts were well sustained, and met with well-earned applause from a delighted audience. The comedy will be staged for the last time this evening.

FOOTBALL.

The football Shield tie between G. Co., Sherwood Foresters, and H.M.S. Argonaut is down for decision to-day at 4 p.m. on the H.K.F.C. ground, Happy Valley. The Foresters, it will be remembered, might have claimed the tie by

scratching the Derby winner. Mr. Master had three representatives, Ichiban, Mayfly, and Remnant; he himself rode Mayfly and it was mostly fancied. Mayfly, however, was employed only to make the running and when Runaway Girl had had the going knocked out of her, Ichiban was sent to the front and won easily, with Remnant second and Runaway Girl third, Mayfly coming in last.

Flickamaroo won the half-mile scurry in the Nil Deepandrum Stakes, Silver Fox being second and Joker third.

THE BETTING.

In the case of the Waler Championship yesterday several bettors were left owing to the scratching of Brilliant and the non-starting of Chisai and Legacy. It may be of interest to them to remark that in the case of sweepstakes it does not matter whether the horse starts or not; when the betting transaction is made privately, *en metre* conditions, this law equally applies; when the horse is backed as a *bona-fide* entrant and does not actually come to the starting post bettors off. These seem peculiarly elementary facts to declare, but owing to the frequency with which they were questioned yesterday it may be interesting to recall them now.

The SPRING STAKES; value \$400; second to receive \$150; and third \$50; for China griffins; weight for inches as per scale; previous winners of one race 5 lbs. extra of two races 7 lbs. extra; of three races 10 lbs. extra. Entrants \$10. From the two mile post, once round and in.

Mr. Buxley's Winter Rose, 1st 9lbs ... (Mr. Cox)

Mr. Tremearne's Flickamaroo, 1st 12lbs ... (Mr. Master)

Mr. Hart Buck's Silver Fox, 1st 12lbs ... (Mr. Willemeier)

Mr. C. Badenmacher's Joker, 1st 1lb ... (Mr. Mackie)

Mr. J. H. Lewis's Starling, 1st 1lb ... (Mr. Moller)

Mr. J. H. Lewis's Chima, 1st 1lb ... (Mr. Armstrong)

Hou. R. Shew's Ibis, 10. t. 12lbs ... (Mr. Britton)

Mr. C. H. Ross's Ben-y-Gloe, 1st 1lb ... (Mr. Johnstone)

* 2lbs over. + 5lbs over.

Eight ran. From a fine start, Ben-y-Gloe secured a slight lead, and headed the field as the Stand was passed, followed by Starling, Joker and Flickamaroo, the favourite. Ben-y-Gloe showed the way round by the Golf Club pavilion, where Starling displaced Joker for second place. In

HONGKONG JOCKEY CLUB RACE MEETING.

THIRD DAY.

The Race Meeting was favoured with excellent weather yesterday. The third day has always been looked upon as the ladies' day and this year was no exception to the traditional rule, for the ladies of Hongkong turned out in large numbers and to the ever attractive ensemble presented by the Races crowd were

The PARSEE CUP; presented; second to receive \$150; and third \$50; for China ponies; weight for inches as per scale; winners of one race at this Meeting 5 lbs. extra; unplaced ponies allowed 10 lbs.; subscription griffins allowed 10 lbs.; and Amoy 1902 Meetings allowed 5 lbs; entrance \$10; one mile.

Mr. G. H. Pott's Rebel King, 1st 11bs...
(Mr. Willemeijer) 1
Mr. G. H. Pott's Desert King, 1st 10bs...
(Mr. Burkhill) 2
Mr. F. J. Marshall's Diegust, 10st 9lbs...
(Mr. Crighton) 3
Messrs. A. P. Simpson and White's Style, 10st 11bs...
(Mr. Moller) 0
Mr. Ellis Kadoorie's Snowdrop, 10st 7lbs...
(Mr. Clarke) 0
* 2lbs over.

Mr. Potts declared to win with Rebel King. The horses got away to a good start. Mr. Potts' two ponies took up the running and Desert King set a spanking pace for his stable companion. As the Grand Stand was passed for the first time the two Kings held first and second places. Diegust third place; Snowdrop fourth and Style fifth. This order was maintained until the field got round opposite the Football Club's stand, at which point Snowdrop was urged onwards and made a try for the lead. Diegust fell into fourth place, but Snowdrop failed to distance the leaders and Diegust shot ahead again into third place and also made a gallant effort to get ahead of the Kings. This attempt was unsuccessful and Desert King romped up the straight in fine style with Rebel King a length behind. Desert King slowed down on approaching the winning post and allowed Rebel King to win by half a length. Diegust a good third. Time, 2 mins. 11 secs.

The PHARAOH STAKES; a sweepstakes of \$10 each with \$300 added; second to receive \$150; and third \$50; for Hongkong water griffins; weight for inches as per scale; previous winners barred; three quarters of a mile.

Mr. E. H. Hinds's Squab, 1stst ...
(Mr. Crighton) 1
Major-General Gascoigne's Clare, 1st 11bs
(Mr. Crickshank) 2
Mr. Hart Buck's The Pirate, 1st 12lbs...
(Mr. Willemeijer) 3
Messrs. Clarke and Pontifex's Brigitte, 1st 7lbs...
(Mr. MacMillan) 0
Mr. Kingston's Thief, 10st 8lbs...
(Mr. Bruton) 0
Lieut.-Col. Hughes's Prince Charming, 10st 12lbs...
(Mr. Moller) 0
Mr. Buxey's Winning Rose, 1st 10lbs...
(Mr. Cox) 0
Mr. Ponifex's Mabelle, 1st 8lbs...
(Mr. Pontifex) 0
Lieut.-Col. Hughes's Princess Charming, 1st 10lbs...
(Mr. Master) 0
Hon. F. H. May's Mirabel, 1stst ...
(Mr. Gregg) 0
* 3lbs over.

Thirteen ran. Two false starts were made, and when the field got away it did so raggedly. Squab took the lead and kept it splendidly all the way round, winning by about a length and a half. Time, 1min. 27.75 secs.

The CHINA PONY CHAMPION STAKES; with \$750 added; a forced entry for all winners at this Meeting; entrance for winners of one race \$50; of two races \$30; of three or more races \$50; second to receive \$250; and third \$100. Weight for inches as per scale. One mile and a quarter.

Mr. G. H. Pott's Pandur, 10st 12lbs...
(Mr. Burkhill) 1
Mr. G. H. Pott's Rebel King, 1st 10bs...
(Mr. Moller) 2
Mr. Buxey's Rare Rose, 12st 12lbs...
(Mr. Cox) 3
Mr. Wingard's Algerine 1st 11bs...
(Mr. Willemeijer) 0

Algerine jumped ahead at the start, followed by Rare Rose and Mr. Pott's representatives bringing up the rear. All the ponies went easily for the first half mile, keeping in the order named above. It was not until the Black Rock was reached that a change occurred in the position of the field. Pandur then forged ahead, followed by Rebel King, who came up more slowly but succeeded in getting into second place. Coming up the straight, the race resolved itself into one between Mr. Pott's two horses. Rebel King showed himself in full of running but was unable to draw level with Pandur, who beat him by a head. Rare Rose made a gallant fight for third position and got placed on the post, about two lengths, behind Rebel King. Time 2 mins. 42 secs.

The WALES CHAMPION STAKES; with \$750 added; a forced entry for all winners at this Meeting; entrance for winners of one race \$20; of two races \$30; of three or more races \$50; second to receive \$250; and third \$100; weight for inches as per scale. One mile and a quarter.

Mr. Master's Ichibian, 12st ...
(Mr. Cox) 1
Mr. Master's Remnant, 10st 8lbs...
(Mr. Burkhill) 2
Mr. Carruthers's Runaway Girl, 11st 8lbs...
(Mr. Crickshank) 3
Mr. Master's Mayfly, 10st 12lbs...
(Mr. Master) 0

Four ran. Brilliant was entered for the race, but was scratched. Mr. Master made the pace on Mayfly, Runaway Girl being close behind, and the others tailing out in the rear. Passing the Black Rock for the second time Mayfly was put to it for all she was worth, and Runaway Girl attempted to follow, but was easily beaten. She fell out, and was accompanied by Mayfly, their places being taken by Ichibian and Remnant. The former, on the rails, won easily. Time, 2 min. 22 secs.

The NIL DESPERANDUM STAKES; a sweepstakes of \$5 each with \$250 added; second to receive \$15; and third \$5; for China griffins which have run and not won a race; weight for inches as per scale. Half a mile.

Mr. Tremain's Flamingo, 10st 12lbs...
(Mr. Master) 1
Mr. Hart Buck's Silver Fox, 1st 12lbs...
(Mr. Willemeijer) 2
Mr. C. Rademacher's Joker, 1st 11bs...
(Mr. Crighton) 3
Mr. J. H. Lewis's Claimant, 10st 12lbs...
(Mr. Moller) 0
Mr. J. H. Lewis's Starling, 1st 11bs...
(Mr. Armstrong) 0
Mr. R. G. Smithers's Portia, 10st 9lbs...
(Mr. Johnstone) 0
Mr. D. Macdonald's Misfit, 10st 12lbs...
(Mr. Clarke) 0
Mr. F. B. Marshall's Mad Mullah, 1st 10lbs...
(Mr. Rutherford) 0

Portia got off well on the fall of the flag but lost the advantage before going half the distance, and Flamingo got home first after a scurrying race, leading by about half a length from Silver Fox, with Joker a good third. Time, 1min. 14secs.

STRAITS SETTLEMENTS CURRENCY.

A correspondent writes to the *Times*:—

An influential and largely signed representation by the merchants of Singapore and others is being sent to the Governor advocating fixity of exchange; and the action of Siam in closing her mints to silver practically assures the adoption of gold. From the language used in the petition it is apparent that exporters desire fixity as well as importers; but the question of the rate of conversion is one concerning which there is a distinct cleavage. It has never been seriously disputed that the trade of the colony has flourished on low silver, that the value of property has largely increased, and that the revenue shows most satisfactory progress; therefore, the exporter has no wish to see the sterling value fixed at, say, £s., or nearly 30 per cent. above its intrinsic worth, while desiring fixity as conducive to safety and eliminating a dangerous element of speculation.

On the other hand, some importers, the storekeepers and the European dollar wage-earners, would prefer the higher rate, looking to their personal interests. Happily the principal firms do both an import and export business, and are better able to take a broad view of the interests of trade as a whole, and look at the functions of the colony as the main factor, keeping in mind that Singapore has become an expensive port, the abundance of money in recent years having enormously increased the charges of handling, storing and transporting produce, so that there is the danger of trade being carried direct or diverted to other ports. Labourers and artisans are mainly comprised of Chinese who keep up the closest connection with their own country, and it would be next to impossible to reduce wages in any case. The Chinese are the backbone of the colony, and these are content to reckon their profits in silver, a currency to which they have been accustomed; nor have they shown themselves backward in locally investing the large fortunes their enterprise and insight have obtained them. The success claimed by India and Japan in their adoption of a gold standard has little bearing on this colony, which has no debts and wide trade ramifications. To many observers the fact that our coinage is practically bullion accounts for much of the prosperity which has made Singapore the great trade entrepot of the Java and China seas, and hitherto prevented the competition of the Netherlands India ports.

THE DARDANELLES.

The British protest against the passage of four Russian torpedo-boat destroyers through the Dardanelles to the Black Sea will be generally approved in this country. Under the guise of the commercial flag, the Muscovite Government have endeavoured to violate the international treaties which closed the Dardanelles to the war vessels of all countries. Such a subterfuge is unworthy of a great Power like Russia, but unfortunately it is not inconsistent with her former tactics. The fact can no longer be concealed in this country that her Asiatic methods of diplomacy can never be trusted. She rarely seems to act in a fair and straightforward manner, and she is distrusted accordingly. It is only necessary to study the history of Turkey to understand and appreciate the many wily attempts Russia has made to establish herself in the Black Sea and the Dardanelles, which would give her practical control over Turkey and a means of outlet to the Mediterranean. Fortunately she has been checkmated by the Powers, and the disintegration of the Ottoman Empire as a buffer between Russia and the rest of Europe has been prevented. The Treaties of Paris, Berlin, and London are in evidence as the means whereby that necessary object was accomplished.

The Treaty of Paris, of 1843, which was confirmed by that of 1856, laid it down that no foreign ship of war should enter the Dardanelles except by Turkish permission, and even merchant vessels are only permitted to pass the Castle of Chank-Kalesi during the day. Yet Russia had the audacity, in September last, to call upon Turkey to authorise the passage of torpedo-boat destroyers through the Dardanelles, and the Porte, giving way to the insistence of the bigger Power, ended by agreeing to it. That Turkey should have committed such a suicidal act indicates pretty clearly that Russia has some means of squeezing her into compliance with anything. But will the Powers stand by and allow Russia to insert the thin edge of the wedge in this scheming manner? If they do then the treaties are utterly valueless, and it would be a farce to attempt to frame any more in the future. The argument set up by Russia, that a disarmed vessel flying the commercial flag cannot be regarded as a warship, is absolutely childish, and is not likely to convince anyone. That Turkey should have been induced to take such a view will not justify the other Powers in doing the same. On the contrary, they should lose no time in following the example of Great Britain and registering their protest against an attempt to enter the Black Sea, which can only have one ultimate object—that of securing the ability to utilise the Sea in the future, and to practically annex Constantinople. Both Russia and Turkey have been clearly given to understand that Great Britain reserves the right to demand similar privileges for her warships if Russia is still authorised to violate the treaties. It is to be hoped that Russia will see the danger which she is incurring and withdraw in time, otherwise complications may arise which will have far-reaching consequences for her, and Great Britain and the Powers of Europe as a whole.—*Naval and Military Record*.

LATEST STEAMER MOVEMENT.

The P. & O. steamer Nakin left Singapore for this port on the 11th inst., at 1 p.m.

AMERICANS IN THE PHILIPPINES.

The *Manila Times* reports the issue of the war at against W. B. Atterbury, ex-Officer Scorer of the Manila Baseball League who was arrested here the other day. The complaint was Manager E. M. Bachrach, of the American Credit Company, and the charge was malicious fraud. Atterbury left Manila for Hongkong by the *Yuenyang*, getting off only just in time, for a launch was procured and sent into the bay the officers of the law sped, only to find that after all they had been outwitted by the fleeing fugitive. The *Yuenyang* had already cleared and was well on its way to sea. Mr. Bachrach cabled to Hongkong and Governor Taft issued extradition papers the same evening.

Apropos of this case the *Manila Times* has a strong article on the subject of "dishonouring the name of American" and the regrettable frequency with which the name of American has lately been trashed in the gutter in Manila. "It has come to such a pass," says our contemporary, "that it is almost impossible for an American other than those whose position and financial standing are beyond question to obtain credit at the various stores in the city. He is everywhere met with the statement that so many Americans have beaten their bills that as a matter of safety and business policy it has been found necessary to refuse to extend the favour of credit to any and all Americans. This is true of many American merchants and of most European merchants. In other words, we are regarded in Manila as a dishonourable and untrustworthy class, as people whose word cannot be depended upon in business and who have no sense of honour in observing a debt." Just where the cause or causes of this condition lie is not hard to discern. It is a fact, however much we may regret it, that among the American population here, as in every new field, we have a considerable element which does not do us credit. Many adventurers who had no reputation at home or if any, an evil one, have been hired here by the promise of easy and illegitimate gain; and even those who were honest and law-abiding at home suffer here from the loss of those influences which there helped to keep them straight, and with weakened sense of honour and obligation, soon fall a prey to temptation.

ENGLAND AND GERMANY.

The *Kreuz Zeitung* devotes a long article to the examination of the cause which have rendered Germany so unpopular among the Great Powers. England and the United States, France and Russia, are unanimous in their dislike. The leading Conservative journal, which has probably done more than any other German newspaper to bring about this state of affairs, puts down the dislike of Russia to the fact that Germany has grown so strong, and the dislike of France is attributed to the same cause. The leading Conservative journal, which has probably done more than any other German newspaper to bring about this state of affairs, puts down the dislike of Russia to the fact that Germany has grown so strong, and the dislike of France is attributed to the same cause. Strong Germany, it says, is an obstacle to their plans in Central Europe. With regard to the United States it is all owing to English machinations. The United States and Germany would be the best friends in the world were it not for England seeking to sow distrust of Germany. It is convenient for the *Kreuz Zeitung* at the present time to forget the attitude which it assumed during the Spanish-American war, when its abuse of the United States knew no bounds.

The *Kreuz Zeitung*, however, is specially interesting when it treats of estrangement between England and Germany. In the first place, according to this sapient journal, there is a certain mysterious international conspiracy with its headquarters in England, and represented by a certain English magazine with branches in France, Bohemia, Russia, and the United States, whose mission it is to annihilate Germany. It is wrong to suppose that the Kaiser's famous telegram to Kruger was the cause of English enmity, never of German. All through Germany is the passive object of British hatred. Another cause in the increase of the German fleet, and yet another the increase of German trade. England's reply to the Kaiser's telegram embittered Germany; her policy of branding German merchandise was also deeply resented. Then came the South African War. The *Kreuz Zeitung* grudgingly admits that in Germany regrettable explosions of feeling occurred, but the volume of British hostility, never of German. All through Germany is the passive object of British hatred. Another cause in the increase of the German fleet, and yet another the increase of German trade. England's reply to the Kaiser's telegram embittered Germany; her policy of branding German merchandise was also deeply resented. Then came the South African War. The *Kreuz Zeitung* grudgingly admits that in Germany regrettable explosions of feeling occurred, but the volume of British hostility, never of German. All through Germany is the passive object of British hatred. Another cause in the increase of the German fleet, and yet another the increase of German trade. Soldiers, Moor Soldiers, Rebels, Moor Rebels, and War Correspondents.

The whole to conclude with a GORGEOUS TRANSFORMATION SCENE, THE INTERFERENCE OF ALL NATIONS;

or,
WHAT DO I GET?

In which Englishmen, Frenchmen, Spaniards, Germans, and other foreigners will act in chorus.

The fact that a French locomotive is being built for the Great Western Railway reminds us of the mournful fact that both the United States and France are ahead of us in the matter of express trains. The fastest train on the Continent is the "Nord Express," which does the distance of 185 miles between Paris and Calais Pier in three hours fifteen minutes. The famous "Sud Express" also does some wonderful things, though since the fatal accident on November 16, 1900, the times have been lowered. No British fast train can compete with these two French expresses. The United States claims that it possesses the "Fastest Train in Europe" in the "Atlantic City Flyer," which performs the journey of 55 miles between Camden and Atlantic City, on the Philadelphia and Reading Railway, in fifty minutes, or at an average booked speed from start to stop of 66.6 miles per hour. However, when Mr. Behr builds his monorail between Manchester and Liverpool and between London and Brighton, we shall be able to put both France and the United States in the shade.

BRITAIN AND RUSSIA IN ASIA.

Calling attention to a recent expression of opinion in the *Times* that the policy of Great Britain in Persia and the Persian Gulf should be supported, if necessary, by a movement of men-of-war, the *Novoe Vremya* observes that, if views of this description are to begin to prevail in leading political circles in London, Russia may also be induced to demonstrate that her fleet cannot always remain stationary and that her army, which has already been put to the test in its campaigns in the Balkan Peninsula and against the Turcomans, excels in carrying out military operations under the worst climatic conditions. The journal points that the Chauvinist British Press does not admit the idea of Great Britain's sharing with Russia the control to be exercised over the waters which wash the shores of Southern Persia, while at the same time the British Government is constructing a railway through Baluchistan towards the Persian frontier. The *Novoe Vremya* comes to the conclusion that with time this line will be compelled to enter into communication with the Russian railway system by means of an Afghan or Persian branch line, and that then Russia and Great Britain will be face to face in Central Asia. Why, then, asks the Russian journal, should they not also be face to face in the Persian Gulf? The more numerous the points of contact between them the less opportunity will there be for British Chauvinism on the subject of the Persian question. With regard to the suggestion that the British Imperialists themselves would be disposed to make certain concessions to Russia in the Persian Gulf, the *Novoe Vremya* observes that it is not concessions that are required, but a reasonable consideration of the interests of both parties and a pacific division of the spheres of influence to be exercised in the regions of Central Asia over which Great Britain has no exclusive right, unless indeed, the British have decided to remain for ever the satellites of Germany and henceforth to look at everything through German spectacles.

VENEZUELA.

Two telegrams in recent Australian exchanges throw some additional light on the Venezuelan complications. They are as follows:

"London, 13th January.—Dr. Von Holleben, late German Ambassador at Washington, now on his way to Germany, informed an American friend that every step taken by Berlin had been contrary to his advice."

"London, 15th January.—Lieutenant Legeker, who was acting as First Officer of the German cruiser *Vinzenz* when President Castro's warships were sunk by the Germans, was summoned to Europe to report upon the matter to the German Emperor. He committed suicide at Havre on his return."

The German Ambassador at Washington prior to the blockade stated in Washington that "As the most important measure of coercion—that is the blockade of Venezuelan harbours—would have to be carried through without a declaration of war preceding it the blockade would therefore be a peace blockade." On December 13 it was cabled that in Germany official circles it was affirmed that if the prizes taken by the Germans were really destroyed it was due to their unseaworthiness or to military reasons. The squadrons were ordered to seize the revenue cutters before commencing the blockade. Americans assert that the German war vessels sank their prizes in order to prevent the necessity of removing them to British ports. It was announced on December 16 that Viscount Cranborne, the Parliamentary Under-Secretary for Foreign Affairs, had stated in the House of Commons that Germany had explained that the sinking of two of the vessels her warships had captured was a necessity. The semi-official explanation given in Berlin was that the two vessels were worthless and unsavoury. It was impossible to tow them drift.

A good many years ago the Admiralty decided to provide officers in every ship with the nucleus of a reference library on service and general subjects, and in this library the officer might find a good deal of material to extend his knowledge of the navy in the past. A selection of Captain Mahan's works is supplied—pitiful that the list is not brought up to date and each of his works, as it is issued, added to the library—Columbi's *Naval Warfare* Southeys's *Lives of the Admirals*, Roosevelt's *Naval War of 1812*, with other lives of admirals and naval leaders of the past. There is not a great selection, but one would expect that such books as are supplied would be much read and well known to all officers, and yet we find in practice that the leaves remain uncut to the end of the commission. And we are sure that it is not because the contents of these uncut volumes have been read elsewhere, but rather that the naval officer of the present day does not take sufficient interest in the service to study it from every side. He is keen enough about the practical part of his work, but the average executive officer thinks that his study days are over when he has passed his examinations at college or has obtained his coveted G., or T., or N. The non-executive officers (I hardly know what to call them now that engineers and doctors are no longer "civil") as a general rule pass this kind of knowledge on the other side. It does not concern their work, and they are therefore content to remain in ignorance, or with that smattering of general knowledge which leads to confusion between Drake and Blake, and wholly ignores all those great naval men of the past whose names are not borne by the admiral class.

The Naval Records Society has recently sent out circulars to the fleet inviting new subscribers. This society, which, to quote its circular, "has been established for the purpose of printing rare or unpublished works of naval interest, aims at rendering accessible the sources of our naval history, and at elucidating questions of naval archaeology, construction, administration, organisation, and social life," is almost unknown among the rank and file of naval officers, and it would be interesting to see a list of its members with a view to ascertaining the proportion of naval officers belonging to it. A glance through *Leam's Navy List* shows that at least one officer considers his membership of this society as being of sufficient note to place among his "war or meritorious service, &c."

FOR THE RACES.

GOERZ'S PATENT STEREO BINOCULAR COMBINES.

1. OPERA GLASS, MAGNIFYING 2½ TIMES.

2. FIELD GLASS, MAGNIFYING 3½ TIMES.

3. PHOTOGRAPHIC CAMERA FOR 24 SMALL PICTURES, TIME OR INSTANTANEOUS.

THE DEFINITION GIVEN BY THESE CAMERAS IS SO PERFECT THAT ENLARGEMENTS UP TO 10 BY 8 CAN BE MADE FROM THE NEGATIVES.

KODAKS, FILMS AND ACCESORIES.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Liberia, P.O. Box, 33; Telephone No. 12.

NEW ADVERTISEMENTS

WANTED IMMEDIATELY.

A N ASSISTANT MASTER for an ANGLO-CHINESE DISTRICT SCHOOL. Application should be made in person to me.

EDWARD A. IRVING,
Inspector of Schools.
Hongkong, 13th February, 1903. [512]

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on TUESDAY, the 17th instant.

For Terms for Boarders or Day Scholars, apply to—

THE HEADMASTER.

Hongkong, 13th February, 1903. [513]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAICHING."

Captain Hodgins will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M. For Freight or P. & G. apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 13th February, 1903. [510]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU" having arrived from the above Ports, Consignees of general cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY, 12th inst.

Goods not cleared by the 19th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 22nd inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 12th February, 1903. [511]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR" having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 16th instant, will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

Consignees of cargo from SINGAPORE and PEKING are requested to take IMMEDIATE delivery of their Goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON & CO., LTD., Agents.

Hongkong, 12th February, 1903. [514]

THE HONGKONG WEEKLY PRESS will be ready-to-morrow, and will contain—

Leading Articles:

The Situation in China.

Russia in Manchuria.

Great Britain and the Eastern Question.

Athletics in Education.

Exciting Incidents in the Harbour.

Pollard's Lilliputians.

Wedding at St. John's Cathedral.

Swatow.

Japan.

Hongkong and Whampoa Dock Co., Ltd.

Humphreys' Estate and Finance Co., Ltd.

Hongkong, Canton and Macao Steamboat Co., Ltd.

Hongkong Rope Manufacturing Co., Ltd.

Hongkong Jockey Club Race Meeting.

Crickets.

Football.

Royal Hongkong Yacht Club.

Hongkong Rifles Association.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 8¢.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 13th February, 1903.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on WEDNESDAY, 18th FEBRUARY, 1903, at 3.15 o'clock P.M. in the CHAMBER ROOM, City Hall, for the purpose of discussing the question of Local Currency.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 11th February, 1903. [501]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1900. [56]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TÖ-DAY (FRIDAY), the 13th FEBRUARY, 1903, at 2.30 P.M., at his SALES ROOMS, Duddell Street.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—
SADDLE-BAG and PLUSH UPHOLSTERED DRAWING-ROOM SUITE,
EASY CHAIRS, OCCASIONAL TABLES,
CLOCK, CARPETS, RUGS, LACE CURTAINS, BLACKWOOD COUCH,
HALL CHAIRS, CABINETS, FLOWER STANDS and STOOLS, &c., &c.

TEAL SIDEBOARDS with BEVELLED MIRROR, DINING TABLE and CHAIRS, DINNER WAGGONS, OVERMANTELS, CUTLERY, GLASS, and CROCKERY WARE, PICTURES, ORNAMENTS, &c., &c.

DOUBLE BRASS-MOUNTED BEDSTEADS, WARROBES with BEVELLED MIRROR, TOILET TABLES, MARBLE-TOP WASHSTANDS, FENDERs, TOILET REQUISITES, &c., &c.

TERMS—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 7th February, 1903. [462]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY,

HOUSEHOLD FURNITURE
(Full particulars from Catalogue).
On view from Saturday, the 14th inst.

TERMS—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 12th February, 1903. [506]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on WEDNESDAY,
the 18th inst., at 3 P.M., at "OENARA," the Residence of Staff-Surgeon CANTON, R.N.

A QUANTITY OF
VALUABLE LEASEHOLD PROPERTY
Known as No. 50, Elgin Street, Victoria,
Hongkong,
to be sold by order of the Mortgagors in One Lot.

WEDNESDAY,
the 18th FEBRUARY, 1903, at 3 P.M., at his
AUCTION ROOMS, Duddell Street,
by Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 10th February, 1903. [483]

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction,

on WEDNESDAY,
the 18th inst., at 3 P.M., near the Fountain,
opposite the City Hall.

SEVERAL RACE HORSES and
PONIES (including many favourites at the
Race Meeting).

Particulars as per Catalogues, which will be issued the morning of the Sale.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th February, 1903. [483]

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction,

on WEDNESDAY,
the 18th FEBRUARY, 1903, at 3 P.M., at his
AUCTION ROOMS, Duddell Street,
by Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 10th February, 1903. [485]

PUBLIC AUCTION

THE Property consists of the Piece of

Ground registered in the Land Office as
Land Lot No. 192 with the Buildings thereon
known as No. 50, Elgin Street, Victoria,

For—"ARE YOU A MASON?" and
"THE SECOND IN COMMAND." are now open at the ROBINSON PIANO CO.

Dress Circle and Orchestra Stalls, \$4.00.

Stalls, \$2.00. Back Seats, \$1.00.

Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Tram to the Peak as usual.

Hongkong, 7th February, 1903. [483]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate.

Tickets for the Off-Day, 32.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [417]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of

the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 14th instant.

An Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [418]

HONGKONG JOCKEY CLUB.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per cent., or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 9th FEBRUARY, 1903.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 7th February, 1903. [475]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received.

Particulars and Conditions as to Programme will appear later.

By Order,

A. S. ANTON,
Acting Clerk of the Course.

Hongkong, 24th January, 1903. [437]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [286]

ENTERTAINMENTS

ROYAL CITY HALL.

POLLARD'S LILLIPUTIAN OPERA CO.

TO-NIGHT.

LAST

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS:
Diamond Merchants and Watchmakers, 49
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Mexico

PHOTOGRAPHER

M. MUNYEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manlia. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants. Sole Agents for
Hartmann Rallent's Gaucho Com-
position Red Hand Brand.

GISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners Composition ("Grey-
bound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

DARLINGTON'S HANDBOOKS

"Sir Henry Pousonby is com-
manded by the Queen to thank Mr. [REDACTED]
Darlinton for a copy of his Hand-
book."

"Nothing better could be wished for"—
British Weekly.

"Far superior to ordinary guides."—
Daily Chronicle.

Visitors to London should use
DARLINGTON'S

LONDON. "A brilliant book."—The Times.
"Particularly good."—Academy.

AND BY E. C. COOK & CO. Enlarged Edition;

E. T. COOK, M.A. 5s;

ENVIRONS. 24 Maps and Plans;

61 Illustrations.

NORTH WALES. 60 Illustrations.

10 Maps; 5s.

DEVON AND CORNWALL. 80 Illustrations

12 Maps; 5s.

Visitors to Brighton, Eastbourne, Hastings,
Bournemouth, Wye Valley, Severn Valley,
Bath, Weston-super-Mare, Malvern, Hereford,
Worcester, Gloucester, Llandrindod Wells,
Llanelli, Abergavenny, Towy, Bermonsey,
Dolgellau, Harlech, Criccieth, Pwllheli,
Llanidloes, Rhyl, Botwys-y-coed, Isle of
Wight, and Channel Islands should use
DARLINGTON'S HANDBOOKS, Is. each.

1s. THE HOTELS OF THE WORLD.

A Handbook to the leading Hotels throughout
the World.

LLANGOLLEN: DARLINGTON & CO.

LONDON: SIMPKIN & CO. 117s

NOTICE OF REMOVAL

WANG HING,
JEWELLER,
has REMOVED on the 11th FEBRUARY to
No. 10, QUEEN'S ROAD CENTRAL
(opposite Messrs. KELLY & WALSH).

Hongkong, 9th February, 1903. 147s

MUSIC COPYING.

THE undersigned will be glad to receive
further Orders for MANUSCRIPT
MUSIC, neatly and correctly executed within
a reasonable time and price.

The copying will be made facsimile from
the originals, as far as possible.

Transposing into any key can also be done.

Apply by letter to—
A. M. C. S.,
Care of Daily Press Office,
Hongkong, 6th February, 1903. 144s

INSURANCES

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

Hongkong, 29th May 1895. [27]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 16th November, 1872. [25]

SALAMANDER FIRE INSURANCE
COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April 1890. [29]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.

TURNER & CO.

Hongkong, 14th January, 1903. [246]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901.
£15,722,633.

I. AUTHORIZED CAPITAL £3,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 587,500 0 0
II. FIRE FUNDS 2,693,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 1st July, 1902. [1796]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELL.

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.

Hongkong, 21st April, 1897. [1113]

GENERAL MARINE INSURANCE
COMPANY, LIMITED.

OF DRESDEN.

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, JACOB & CO.

Hongkong, 1st September, 1902. [2327]

PHOENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1887. [28]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ... 2225,719

Total Losses Paid ... 28,769,240

THE Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are pro-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [26]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMAGNE GROWERS AND
SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,
Sole Agents.

Hanover, 17th May 1895. [14]

A. LING & CO.,
68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE,

FASHIONABLE CENTRE CARPETS

ELECTRO-PLATE, LIQUOR FRAMED

and FOOCHOW LACQUERED WARE.

Hongkong, 31st October, 1902. [265]

M. R. CHADWICK & CO.,
K E W

DENTAL SURGEON,

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 19th March, 1902. [334]

SCIENTIFIC MISCELLANY.

DEVELOPMENT OF COLOUR SENSE—ACETYLENE

BLACK—INCAL DESCENT LAMP PYROMETRY

& A TRAVELLING LAKE—VELOCITY OF LIGHT

—MARINE-ENGINE IMPROVEMENT—AN UN-
SOLVED PROBLEM STILL—A PERFECT VA-

CUUM—FILLING BONES.

Our senses, it appears, have developed through

gradual evolution. Mammals of remote Pacific

islands are still unable to distinguish between

blue and black; and Dr. F. W. Edridge Green,

whose investigations have covered many years,

conclude, that the colour sense—which is distinct

from the mere perception of light and shade—is

one of man's most important requirements. Primitive

man could not distinguish colours at all. Red

and violet, the colours of greatest difference in

wave-length, were learned first, all others

appearing gray; then green was detected in the

gray field, followed by yellow, and finally in

the blue and orange. In a form of trichromatic colour

blindness that now exists, only three colours

such as red, green and violet—are distinguished,

yellow being mentioned as red-green.

By the Hubour process, black pigment is

made by pumping acetylene into steel cylind-

ers to a pressure of about two atmospheres,

and then passing an electric spark through

the vessels, the gas being thus dissociated into

its carbon and hydrogen. The hydrogen is

collected for any convenient use; the carbon

is ready for the market. Acetylene black is

free from the oily impurities of ordinary lamp-

black, and the demand is already so great that

the first factory—now rising in Switzerland—is

likely to be followed by others in other countries.

High temperatures are now easily measured

with the electric incandescent lamp. The lamp,

in line with the furnace backings or other hot

object, is viewed through a small telescope

when the filament disappears on reaching the

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon, are marked *k.w.*, nearest Hongkong *h.* midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONADEL	Brit. str.		C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWINE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.		W. Hayward	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP, VIA GENOA	GLENROY	Brit. str.		T. Darke, R.M.R.	MCLEODGE BROS. & GOW	On 25th inst.
LONDON VIA GENOA	DIOMED	Brit. str.			BUTTERFIELD & SWINE	On 3rd March.
LONDON	MACHAON	Brit. str.			BUTTERFIELD & SWINE	On 17th March.
LONDON	GLAUCUS	Brit. str.			BUTTERFIELD & SWINE	On 31st March.
LONDON	PINGUEY	Brit. str.			BUTTERFIELD & SWINE	On 14th April.
LONDON	DARDANUS	Brit. str.			BUTTERFIELD & SWINE	On 21st inst.
LIVERPOOL	KINTUCK	Brit. str.			BUTTERFIELD & SWINE	On 20th March.
LIVERPOOL	SANUKI MARU	Jap. str.		W. Townsend	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	OCEANIAN	Fren. str.		Guigues	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	PYRRHUS	Brit. str.	2 m.	P. Grosch.	BUTTERFIELD & SWINE	On 25th inst.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.			MELCHERS & CO.	On 15th inst.
HAVRE, BREMEN & HAMBURG	WURZBURG	Ger. str.			HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	C. FEED. LAEISZ	Ger. str.			HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	BAMBERG	Ger. str.			HAMBURG-AMERIKA LINIE	On 24th March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.			HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.			HAMBURG-AMERIKA LINIE	On 21st April.
HAVRE & HAMBURG	SAMBA	Rus. str.			MELCHERS & CO.	On or about 24th inst.
KOREA	AUSTRIA	Aust. str.			SANDEE, WIELER & CO.	On 17th inst., P.M.
AUSTRIA	ACHILLES	Brit. str.			SHEWAN, TONES & CO.	On 19th inst.
GIBRALTAR	SHIMOSA	Brit. str.			DODWELL & CO., LTD.	About 23rd inst.
ARAB	TAATAR	Dan. str.			ARNOLD, KARBET & CO.	On 17th inst., at Noon.
EMPEROR OF JAPAN	TSINAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
ACHILLES	KARUKA MARU	Jap. str.			CANADIAN PACIFIC R. CO.	On 11th March, at Noon.
YOKOHAMA	EMPEROR	Brit. str.			BUTTERFIELD & SWINE	On 21st inst.
YOKOHAMA & KOBE	CHANGCHOW	Aust. str.			NISSON YUSEN KAISHA	On 24th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, &c.	NIYON	Brit. str.			DODWELL & CO., LIMITED	On 25th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	CANDIA	Brit. str.			PORTLAND & ASIATIC S. S. CO.	On 25th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	BOMBAY MARU	Jap. str.			BUTTERFIELD & SWINE	On 16th inst.
PORLUAND, OREGON	PEBLA	Brit. str.			NISSON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	INABA MARU	Jap. str.			GIBR, LIVINGSTON & CO.	On 5th March, at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.			BUTTERFIELD & SWINE	To-day.
AUSTRALIAN PORTS	NANCHANG	Brit. str.			NISSON YUSEN KAISHA	On 17th inst., P.M.
YOKOHAMA	KWANGSI	Brit. str.			SANDEE, WIELER & CO.	On or about 22nd inst.
YOKOHAMA & KOBE	WOOSUNG	Aust. str.			E. G. ANDREWS	On 24th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, NAGASAKI, &c.	BENGAL	Brit. str.			T. Mura	To-morrow, at Noon.
MOJI, KOBE & YOKOHAMA	PAOTING	Brit. str.			J. McGinty	On 27th inst., at Daylight.
KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.			W. Bainbridge	On 27th inst., at Noon.
KAGASAKI, KOBE & YOKOHAMA	MAIDUO MARU	Jap. str.			E. W. Haswell	To-day.
TIENTSIN	HAIKHING	Brit. str.				
SHANGHAI	KAIPOONG	Brit. str.				
SHANGHAI	RUDI	Brit. str.				
TAMSUL, VIA SWATOW & AMOY	LOONGSAM	Brit. str.				
ANPING, VIA SWATOW & AMOY	ROON	Brit. str.				
SWALOW, AMOY & FOOGHOW	LOONGSAM	Brit. str.				
CEBU & ILAOLO	TSINAN	Brit. str.				
MANILA DIRECT	ZAFIRO	Brit. str.				
MANILA	CAPRI	Ital. str.				
MANILA DIRECT	KAGOSHIMA MARU	Jap. str.				

SHIPPING.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSAM."

Captain Weigall, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.

His Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th February, 1903. [491]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"PERLA."

Captain J. McGinty, will be despatched as above TO-MORROW, the 14th inst., at NOON.

For Freight, apply to SHEWAN, TONES & CO., General Managers.

Hongkong, 13th February, 1903. [488]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Roberto United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, and all MEDITERRANEAN,

ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALGA.)

THE Steamship

"CAROLWITZ."

Captain Bol'sto, will be despatched as above TO-MORROW, the 14th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CAROLWITZ & CO., Agents.

Hongkong, 9th February, 1903. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"CORONADEL."

Captain C. D. Bennett, R.N.R., carrying His

Majesty's Mails, will be despatched from this for

Bombay, on SATURDAY, the 14th February, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay by transhipment.

Parcels will be received at this Office until

3 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 3rd February, 1903. [8]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

• SHAWMUT	W. M. Smith	9,606	February 25th
• LYRA	Williams	4,417	March 10th
• VICTORIA	J. Paxton	3,502	March 17th
• HYADES	G. Wright	3,753	March 24th

Steamers marked * have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the

United States and Canada.

For further information as to Freight or Passage, apply to

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MACHAON"	On 13th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 16th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 17th February.
LONDON VIA GENOA	"DIOME"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.
LONDON	"PINGSUEY"	On 14th April.

LIVERPOOL BERTH.

LIVERPOOL	(Taking Cargo at London Rates.)	TO SAIL
LIVERPOOL	"DARDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 26th March.

CONTINENTAL BERTH.

MARSEILLES and ANTWERP	"PYRRHIUS"	TO SAIL
MARSEILLES and ANTWERP	"PYRRHIUS"	On 28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, via NAGASAKI, KOBE & YOKOHAMA	"ACHILLES"	On 21st February.
The S.S. "MACHAON" left Singapore on the 7th inst. and is expected here on the 13th inst.		
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	[10-12]
Hongkong, 11th February, 1903.		

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA	"CHANGCHOW"	On 13th February.
SHANGHAI	"KWANGSE"	On 13th February.
SHANGHAI	"WOOSONG"	On 14th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.
SHANGHAI	"PAOTING"	On 16th February.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"TSINAN"	On 16th February.
SYDNEY and MELBOURNE		
TIENTSIN	"NANCHANG"	On 26th February.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

§ See Special Advertisement.

REduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th February, 1903.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE PORTLAND, OREGON AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. STEAMSHIP TONS. CAPTAIN TO SAIL ON

INDRAPURA	4,890	A. E. Hollingsworth	February 25, 1903
INDRASAMHA	5,197	R. P. Craven	March 16, 1903
INDRAVELLI	4,890	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

[12]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBLI	2,540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
ZAFIRO	2,540	R. Rodger	Manila Direct.	On 26th Feb., at Noon.
PERLA	1,980	J. McGinty		
DIAMANTE	1,980	A. H. Notley		

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th February, 1903.

[17]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Saturday, 14th February, at Noon.
ROSETTA MARU	N. Tuto	3,876	Thursday, 19th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 12th February, 1903.

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OSAKA SHOSEN KAISHA.

I PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
FOR STEAMERS AND AMOY
TAMSUI, VIA SWATOW AND AMOY
TAMSUI, VIA SWATOW AND AMOY
ANPING, VIA SWATOW AND AMOY

"DAIJIN MARU" LEAVING SUNDAY, 15th
T. OGATA February.
"DAIGI MARU" LEAVING SUNDAY, 22nd
T. W. GROVES February.
"MAIZURU MARU" LEAVING WEDNESDAY, 18th
T. SAITO February.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 10th February, 1903.

T. ARIMA, Manager. [15]

M. S. DOLLAR STEAMSHIP COMPANY.

FOR SAN FRANCISCO.
THE Company's Steamship

"ARAB."

Captain Gow will be despatched as above on TUESDAY, the 17th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to ARNOLD, KARBERG & CO., Agents.

Hongkong, 12th February, 1903. [504]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.
THE Steamship

"GIBRALTAE."

Captain D. Morris, will be despatched for the above ports on TUESDAY, the 19th inst.

For Freight apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 9th February, 1903. [479]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd February, 1903, at 1 P.M., the Company's Steamship "OCEANIEN," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 7th March, direct to Suez, Port Said and Marseilles.

THE Company's Steamship

"AUSTRIA."

Captain Colleoni, will be despatched as above on TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 5th February, 1903. [121]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

THE Russian Steamer

"NIPPON."

Captain Klausberger, will leave for the above places on TUESDAY, the 17th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Princes' Building.

Hongkong, 10th February, 1903. [3]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA GENOA.

THE Steamship

"GLENLEY."

Captain T. Darke, R.N.R., will be despatched as above on WEDNESDAY, the 26th inst.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 5th February, 1903. [433]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per a.s.-Coronado, will close at 3 p.m. to-day.
The Bengal, with the English Mail of the 16th ult., left Singapore on Sunday, the 8th inst., at 11 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 15th December.
The Korea, with the American Mail, left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here on or about Sunday, the 15th instant.

MAILS WILL CLOSE.

	FOR	PER	DATE
Canton	Houmen	Friday, 13th, 7.30 A.M.	
Shanghai	Friday, 13th, 9.00 A.M.		
Swatow, Amoy and Foochow	Friday, 13th, 9.00 A.M.		
Manila	Kwangtung	Friday, 13th, 11.00 A.M.	
Macao	Robi	Friday, 13th, 11.00 A.M.	
Kobo and Yokohama	Hengchuan	Friday, 13th, 11.15 P.M.	
Saigon	Kawakura Maru	Friday, 13th, 3.00 P.M.	
Manila	Chelydra	Friday, 13th, 3.00 P.M.	
Yokohama	Loonpoing	Friday, 13th, 3.00 P.M.	
Kuangchuk and Sanshui	Light	Friday, 13th, 4.00 P.M.	
Namtau	Power Co., Ltd.	Friday, 13th, 4.00 P.M.	
Manila	Tsao Shang	Friday, 13th, 5.00 P.M.	
Kobe	Fathian	Friday, 13th, 5.00 P.M.	
Shanghai	Rehilla Maru	Saturday, 14th, 10.00 A.M.	
Perla	Wooing	Saturday, 14th, 10.00 A.M.	
Perla	Cepri	Saturday, 14th, 10.00 A.M.	
Keifong		Saturday, 14th, 10.00 A.M.	
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Printed matter and samples Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Coronado		Letters, 11.00 A.M.	
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne			
Shanghai	Tainan	Monday, 16th, 3.00 P.M.	
Paoing		Monday, 16th, 4.00 P.M.	
Austria		Tuesday, 17th,	
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Stuttgart	Printed matter and samples Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Singapore, Penang and Colombo	Ceylon	Letters, 11.00 A.M.	
Tientsin	Nauchang	Tuesday, 17th, 11.00 A.M.	
Manila	Zefiro	Wednesday, 18th, 3.00 P.M.	
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Oceanien	Friday, 20th, 11.00 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.	Tartar	Monday, 23rd,	
		Printed Matter and Samples Registration, with late fee of 10 cents, up to 10.45 A.M.)	
		Letters, 11.00 A.M.	
		Wednesday, 25th, 11.00 A.M.	

TO-DAY.
Sale, Household Furniture, Sales Rooms,
Mr. Geo. P. Lammett, 2.30 p.m.
Pollard's Lilliputian Opera Co., Theatre
Royal, 9 p.m.
TO-MORROW.
Ordinary Half-yearly Meeting of Hongkong &
Shanghai Banking Corporation, City Hall, noon.
Hongkong Races, off day.

COMMERCIAL.

CLOSING QUOTATIONS.

	12th February.	
ON LONDON.—	Telegraphic Transfer	1.63
	Bank Bills, on demand	1.63
	Bank Bills, at 30 days' sight	1.63
	Bank Bills, at 4 months' sight	1.73
	Credits, at 4 months' sight	1.73
	Documentary Bills, 4 months' sight	1.73
ON PARIS.—		
	Bank Bills, on demand	1.63
	Credits, at 4 months' sight	20.3
ON GERMANY.—	On demand	16.4
ON NEW YORK.—	Bank Bills, on demand	88.1
	Credits, 60 days' sight	39
ON BOMBAY.—	Telegraphic Transfer	11.61
	Lauk, on demand	11.61
ON CALCUTTA.—	Telegraphic Transfer	11.61
	Pink, on demand	11.61
ON SHANGHAI.—	Bank, at sight	7.3
	Private, 30 days' sight	7.3
ON YOKOHAMA.—	On demand	76.7
ON MANILA.—	On demand	Par.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON KATAYA.—	On demand	94
ON HAIPHONG.—	On demand	1 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	67
	Siemens, Bank's Buying Rate	\$12.72
	D. Leaf, 10% free, per cent	\$68.85
	R. Silver, per oz.	2

OPIUM.

	12th February.	
	Quotations are— Allowee net, to I catty.	
Malwa New	\$860 to — per picul	
Malwa Old	\$1030 to \$1060	
Malwa Older	\$1070 to \$1100	
Malwa Old	\$1110 to \$1130	
Persian fine quality	\$770 to —	
Persian extra fine	to —	
Patna Old	\$1045 to — per chost.	
Patna Old	to —	
Bennes New	\$1012 to —	
Bennes Old	to —	

VESSELS EXPECTED.

	THE ENGLISH MAIL.	
	The P. & O. steamer <i>Bengal</i> left Singapore for this port on the 8th inst., at 6 a.m., and is due here to-day, at about 8 a.m.	
	THE GERMAN MAIL.	
	The Imperial German mail steamer <i>Stuttgart</i> left Kobe via Nagasaki and Shanghai on the 8th inst., p.m., and may be expected here on the 17th inst.	
	The Imperial German mail steamer <i>Benzburg</i> left Colombo on the 8th inst., p.m., and may be expected here on the 20th inst.	
	The Indo-China steamer <i>Nansong</i> , from Calcutta, and the Straits left Singapore for this port on the 10th inst., p.m.	
	THE AMERICAN MAIL.	
	The P.M. steamer <i>Korea</i> left Yokohama for this port via Inland Sea, &c., on the 8th inst.	
	The T.K. steamer <i>Hongkong Maru</i> left San Francisco on the 5th inst., for this port, via usual ports of call.	

THE INDIAN MAIL.

	THE INDIAN MAIL.	
	The P. & O. steamer <i>Korea</i> left Yokohama for this port on the 8th inst., at 6 a.m., and is due here to-day, at about 8 a.m.	
	THE GERMAN MAIL.	
	The Imperial German mail steamer <i>Stuttgart</i> left Kobe via Nagasaki and Shanghai on the 8th inst., p.m., and may be expected here on the 17th inst.	
	The Imperial German mail steamer <i>Benzburg</i> left Colombo on the 8th inst., p.m., and may be expected here on the 20th inst.	
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	The T.K. steamer <i>Hongkong Maru</i> left San Francisco on the 5th inst., for this port, via usual ports of call.	

JOINT STOCK SHARES.

Hongkong, 12th February.

COMPANY.	PAID UP	QUOTATIONS
Hongkong & Shai.	\$125	710, sellers
Banks		125, buyers
Natl. Bank of China	\$3	224, buyers
A. Shares	\$3	224, buyers
Fran. Shares	\$1	216, sellers
Bell's Asbestos E. A.	\$1	51, buyers
Campbell, Mason & Co.	\$10	95
China-Borneo Co., Ltd.	\$15	93, sellers
China-Light and Power Co., Ltd.		916.
China Prov. L.		916.
China Sugar	\$100	918, buyers
Cigar Companies		
Alhambar, Ltd.	\$500	130, sellers
Philippine Tobacco Trust Co., Ltd.	\$100	130, sellers
cotton Mills		
Evo	\$100	110, 40.
International	\$75	110, 40.
Iron Kaing M.	\$100	110, 44.
Soyech	\$100	110, 160.
Liongkong	\$10	117, sellers
Dairy Farms	\$6	111, buyers
Perwick & Co., Ltd.	\$25	110.
H. & C. Bakery	\$10	121, buyers
Green Island Cement	\$50	121, buyers
H. & C. Baker	\$10	121, buyers
Liongkong & Co.	\$10	121, buyers
Hongkong Electric	\$10	121, buyers
H. H. L. Transways	\$100	127.
Hongkong Steam Water-boat Co., Ltd.	\$10	111.
Hongkong Hotel	\$50	143, sellers
Hongkong Ice	\$25	228, ex div.
H. & K. Wharf & Co.	\$50	228, buyers
Hongkong Rope	\$50	210, ex div. buy.
H. & W. Dock Insurance	\$50	207, sales
Canton	\$50	1621, sellers
China Fire	\$20	148.
China Traders	\$25	153, sellers
Hongkong Fire	\$50	1321.
North China		
straits	\$20	151, nominal
Union	\$100	1476, buyers
Yangtsze	\$100	1383, buyers
Land and Building		
Hongkong Land Inv.	\$100	176, sellers
Humphreys Estate	\$10	111, ex div. buy.
Kowloon Land & B.	\$10	294, ex div. buy.
West Point Building	\$10	290, sales & buy.
Luzon Sugar	\$100	121, sellers
Hishin Invest. Co., Ltd.	\$50	155, buyers
Arming		
Charbonnages	\$250	1600, sellers
Cooboo	\$5	111, sellers
Tunjung	\$10	250, buyers
Do, Preference</		